

PORT OF EMDEN
SEA PILOT TARIFF

SEA PILOT TARIFF

Payment is based on Draft and Gross Register Tonnage, viz:

DRAFT up to 30 dzn 20/-
and for each additional 1 dzn 4/-

Additional Payment for Gross Register Tonnage:

GRT up to 100 GRT 12.5.0
and for each additional 100 GRT up to 3200 GRT 12/- is charged
" " " " " " over 3200 " 10/- " "

The tariff is valid from Sea to Emden Roads and Emden Roads to Sea.
For the piloting from Balfzyl to Emden, or return, 50 % is payable.

PORT PILOT TARIFF.

Payment is based on percentage of the Sea Pilot Tariff:

- | | |
|--|------|
| 1) Leer/Sluice into the Port or return | 5 % |
| 2) Ropenburg Sluice into the Port or return | 5 % |
| 3) Emden Roads to Outer Port or return | 6 % |
| 4) Movement within the Port | 6 % |
| 5) Emden Roads to New Port or return, or movement to a second port | 10 % |
| 6) Emden Roads to Inland Port or return, or movement to a third Port | 12 % |
| 7) For compensation or re-direction in the harbour, an additional | 10 % |

GENERAL CONDITIONS

- 1) Ships in ballast pay 1/3 of the GRT Tariff
- 2) Loaded ships which load or unload up to 30 % of their capacity have to pay half the Draft Tariff and a third of the GRT TARIFF. Loaded ships are those which have at least loaded 30 % of their capacity. The above 1) and 2) are not to be used for movements of ships within the Port.
- 3) Pilotage for ships which sail to and from the Ems Ports is reduced by:
 - 10 % after the 10th voyage
 - 20 % after the 20th voyage
 - 30 % after the 30th voyage

These conditions are valid for all ships which pay the Pilot charges in full as well as for those ships specified under Para 1) and 2) of this tariff.

- 4) Additional winter charge of 20 % is payable between 1st October and 31st March inclusive.
- 5) All ships above 300 GRT tonnage which sail the Ems between the North Sea and Emden Roads, and are destined for a German Port, or which depart from a German Port, have to pay the pilot charge in full, even when they do not claim the assistance of a German Pilot.
- 6) If two pilots are required 50 % of the Pilotage is charged for the second pilot.
- 7) If a ship for any reason breaks its journey and it is not the fault of the Pilot, a charge of 2/- for every hour or part thereof will be made. Charge will not exceed 24/- in 24 hours.
- 8) If a ship has ordered a Pilot without being ready to sail, a waiting charge of 4/- is to be made after the first hour, and for every further hour. Charge will not exceed 48/- in 24 hours.

PORT OF BADEN
DUES AND PORT CHARGES

A. Port Dues

Harbour Dues

The following basic charge is to be paid by sea-going vessels, including sea-lighters:

1. on the net register tonnage	<u>pence</u>
a) vessels up to and including 100 cbm	.31
b) vessels over 100 cbm up to 200 cbm	.53
c) vessels over 200 cbm	1.06
2. on the weight of cargo handled	<u>for each ton</u>
as per goods classification I	<u>Pence</u>
II	2.16
III	1.80
IV	1.56
V	1.40
VI	1.25
	1.00
(classification of goods see special schedule)	

Demurrage

Sea-going vessels:

- Vessels engaged in traffic do not pay demurrage for the first twenty (20) days of their stay in port. For every additional 20 days (irrespective of being commenced or completed) a demurrage, amounting to the harbor-dues referred to under Harbor Dues A.1 is to be paid.
- Vessels in port during winter-time, being in "winter-rest", pay for the period of "winter-rest":

	s.d.
from 40 to 200 cbm inclusive	5.-
over 200 up to 600 cbm	10.-
over 600 up to 1000 cbm	20.-
over 1000 up to 1500 cbm	27.-
over 1500 up to 2000 cbm	34.-
over 2000 up to 3000 cbm	40.-
over 3000 cbm (net cubic capacity)	45.-

If the period of winter-time is not otherwise modified and made public, the winter-time referred to in this tariff reckons from 15th November until 15th March.
- Vessels, which are laid up (out of service), pay for every 30 days of stay in port outside winter-time charges under demurrage 2 above, in winter-time 10% of the charges under demurrage 2 above.

B. Duties on Harbour Dues for sea-going vessels.

- The Harbour Dues (A.1) are charged at half rate
 - against vessels of more than 200 cbm net register tonnage, which arrive from other German ports at Baden, without having discharged or loaded cargo in a non-German port or having changed their papers. Such vessels pay the weight dues only on loaded goods - see Harbour Dues A.1. This preference is equally due to ships coming from German Rhine ports, even if they have taken cargo at Netherland Rhine ports or having changed their papers.

- (b) on vessels, which call at Emden only for discharging or loading cargo, which does not exceed the 4th part of their net cubic capacity.
- c) on vessels, which arrive at Emden in ballast to load coal or coke only.
- 2. The dues according to A 1 for vessels of more than 200 cbm net register tonnage, which arrive from a German port at Emden without having discharged or loaded cargo in a non-German port or having changed their papers, are only charged $\frac{1}{3}$ of the rate ($\frac{1}{3}$ of 1.06) provided they are entitled to the exemptions specified under B 3 a): these reduced dues are applicable to the cbm's exceeding 50,000 cbm. The same preference is equally given to ships arriving from German Rhine ports, even if they have taken cargo at Netherland Rhine ports or having changed their papers.
- 3. a) If the taxable total net register tonnage of vessels calling at Emden, which are owned or time-chartered by the same ship's owners, exceeds 50,000 cbm, - the dues - (ref A 1) .21 d. resp. .53 d. resp. 1.06 d (ref B 1) half of 1.06 d. and (ref B 2) third of 1.06 d. are reduced for the exceeding cbm's of such vessels in one the same year to $\frac{3}{4}$, for the cbm's exceeding 250,000 cbm in the same year, to $\frac{1}{2}$ of the value.

C. Additional Regulations.

- 1. For vessels, which are registered on a tonnage capacity only, the net cubic capacity is charged on the basis of 500 kilos tonnage capacity to 1 cbm.
- 2. Fractions of tonnage are calculated to next ton.
- 3. Any fractions of the amount of dues are calculated to next penny.